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COUNTRY East Germany

REPORT

TOPIC Neuruppin Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 19 October 1955

REFERENCES

PAGES 5

ENCLOSURES (NO. & TYPE)

REMARKS

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This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Neuruppin airfield between 27 August and 28 September 1955:

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27 August. A total of 26 jet fighters which were known to be stationed at the field departed from the field and headed toward the northeast.

28 to 30 August. There was no air activity.

31 August. At 1410 and at 1625, one Po-2 landed at the field.

2 September. One Yak-11, one Yak-14, and several Po-2s departed from the field and headed toward the northeast. No aircraft were seen on the landing field at 1600. The radio and radar installations remained at their previous reported stations but they were not in operation.

3 September. Repair work was being done on the runway.

3 to 6 September. There was no air activity or any aircraft observed on the landing field.

8 September. At 1130, two Il-28s [] circled over the

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field and successively landed. At 1330, four MiG-17s, at large intervals flying in echelon to the right formation approached the field where the formation dispersed. The aircraft landed individually. When the aircraft circled over the airfield area it was noticed that the individual planes had a short nose compartment, and straight lines leading from the trailing edge of the rudder assembly to the jet exhaust. []

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While the first formation of four MiG-17s landed, the next formation of four flying in echelon to the right appeared over the field, followed by another two formations of four MiG-17s. At 1700, two jet fighters landed at the field. All aircraft had auxiliary fuel tanks. Until 1730, a total of 20 MiG-17s had arrived at the field. Radar sets stationed at the field were in operation throughout the day. No motor vehicles were observed there when the planes landed.

9 September. There was no air activity. At 1130, a total of 18 MiG-17s were courted at the field, including an alert flight of four MiG-17s near the eastern runway end and 14 MiG-17s, which were parked in front and between the two hangars in the southeastern corner of the field. Two Il-28s were parked north of the repair hangar. Maintenance work was being done on all planes. No aircraft were observed in the revetments. Several trucks and tank trucks were seen in the southeastern portion of the field.

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10 September. At 0730, jet fighters made individual local flights. At 1130, individual planes made high altitude flights, in addition to firing practices at ground targets, in the vicinity of the field. The aircraft approached the targets from northeast flying an altitude of between 300 and 1,000 meters. Each plane made 3 to 5 approaches. Three to six jet fighters were aloft at the same time. At 1230, air activity was terminated.

11 September. There was no air activity.

12 September. Between 0730 and 1130, jet fighters practiced flying in elements of two, in addition to firing at ground targets in formations of three aircraft in the vicinity of the field. The latter aircraft flew at altitudes of about 1,000 meters in wide circles behind each other. The jet fighters alternately fired at the ground target and then pulled up again. Each plane made three approaches. While turning the three aircraft always flew at the same intervals. The planes landed individually, at regular intervals and with great precision. Each aircraft touched down at the same point. The pilots seemed to have reached a good training status.

13 September. Between 1100 and 1730, flying was practiced in formations of three and four aircraft. While flying in formations, the pilots displayed a flight discipline such as had not been observed before. The flights were made on close-order formation and in spread out formations. While flying in close-order formation, the distance and intervals, between the individual aircraft was one aircraft length and one wing span respectively. These distances were kept with great precision. The distances were suddenly increased to about 100 meters, apparently after receiving an order by radio.

14 September. At 0730, there was flying in formations of three and four aircraft, in addition to dives from altitudes of about 1,500 meters.

15 September. Between 1850 and about midnight, there was air activity, while all lighting installations at the field were in operation. Take-offs and landings were performed.

16 September. There was no air activity.

17 September. Between 0830 and 1230, take-offs, landings, and high-altitude flights were practiced.

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No air activity was seen in the afternoon.

19 September. Between 0745 and 1630, jet fighters practiced flying in elements of two, in addition to high-altitude flights. Between 1830 and 2030, flying was practiced.

20 September. At 0830, air activity started by a formation of 10 jet fighters.

21 September. At about 0645, it was heard that four jet fighters took off at intervals of about 20 seconds. There was light ground fog and visibility of 300 to 400 meters. After the take-off the aircraft assembled in formation of four and climbed. Later on, this formation was observed at an altitude of about 300 meters. The aircraft remained aloft for about 40 minutes and landed individually, while visibility

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conditions improved. When the planes landed, there was a horizontal visibility of 3,000 to 4,000 meters. It was presumed that these aircraft belonged to an alert flight. At 0800, air activity started, including flying in formations of four aircraft and more. High-altitude flights by individual aircraft, and elements of two, in addition to aerobatics were also observed. As many as 10 to 14 planes were aloft at the same time. All flights, especially aerobatics, were performed with great precision. Especially remarkable was the skilful performance of a slow roll flown in a circle. Air activity was terminated at about 1630.

23 September. Between 0800 and 1730, jet fighters practiced flying in formations of two and four. Take-offs were exclusively made in elements of two, with the second plane not more than one aircraft length behind the first plane. Flight times fluctuated between 25 and 50 minutes.

25 September. There was no air activity.

26 September. Between 0800 and 1730, formation flying was practiced.

27 September. Between 0800 and 1730, jet fighters practiced formation flying. Up to six aircraft were aloft at the same time. At 1030, two Li-2s landed, and at 1300, two Yak-14s landed. At 1620, two Yak-14s took off and headed toward the southwest. At about 1730, the two Li-2s, which landed in the morning, took off again and headed toward the west.

28 September. Between 0800 and 1730, MiG-17s practiced formation flying. ¹

2. At 0500 on 26 August, the AA guns previously stationed at the southern edge of the field were loaded. At 0700, these guns were shipped away toward the north via Wittstocker Allee.
At 0500 on 27 August, AA guns were placed in traveling position on the northern edge of the field, near the ammunition depot. At 0700, four trucks with coupled guns and several trucks occupied by personnel moved from the ammunition depot to Wittstocker Allee. These vehicles all headed toward the north.
Between 8 and 28 September, the AA gun emplacements were unoccupied. ²
3. After the return of the fighter regiment, which was transferred for a short time, new Soviet families were observed in the town of Neuruppin. It was conspicuous that the dependents made purchases all over the town. The women wore clothing that appeared to be Russian-made. A few days after the arrival of the regiment, new children were observed in the Soviet school. Most of the newly arrived officers were tall and blond and wore new clean uniforms. Contrary to previous observations, these officers were of an European type. The arrival of the new families as well as the departure of the families previously stationed there was not observed. It was recently learned that an air force colonel, possibly the commanding officer, who was previously stationed in Neuruppin, left with his family in early August. No rail shipments have been observed by the local population.

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In addition to the newly arrived air force officers, other air force officers, who had been stationed at Neuruppin for quite some time, were observed in the town. The new air force officers wore two different types of air force clasps. One was described as follows: Golden pair of wings with a light-blue star on crossed swords. The star bore the black figures 8 or 11. The clasps of three officers showed a bomb instead of the swords and no number. The upper part of the bomb was gold-colored and the lower part red. The behavior and clothing of the dependents of the newly arrived personnel indicated that they had come directly from the USSR. The new officers were observed in the town usually in groups. ³

4. [REDACTED] 25X1

5. No air activity or aircraft was observed at Neuruppin airfield on 23 August. ¹

6. The following aircraft and air activity were observed at Neuruppin airfield: 25X1

27 August to 8 September. There was no air activity or any aircraft observed on the landing field. During that time repair work was being done on the runway.

14 September. At about 0830, flights were made in the vicinity of the field. Twenty jet fighters were seen at the end of the eastern runway.

21 September. Formation flights and firing at ground targets were practiced. [REDACTED] 25X1

7. Between 10 and 25 September, there were no changes noted at the Token radar site, located at the northern edge of the airfield, south of the fuel depot. The Token set was mounted on a base and rotations of 360 degrees were observed. The Fishnet-type radar set was located on the northern edge of the field between aircraft revetments and the fuel depot. A radio mast with five bracings, 15 to 18 meters high, was observed east of the Fishnet set. Another radio mast was erected along the northern fence of the fuel depot. A radio truck and a radio mast with two bracings were located in a revetment at the northeastern corner of the field. The Kniferest set was observed on the southern edge of the landing field. ⁴

8. The following air activity and aircraft were observed at Neuruppin air field between 5 and 25 September 1955: 25X1

5 September. There was no air activity or any aircraft observed. Repair work was under way on the runway.

8 September. During the evening, the re-occupation of the airfield was observed. Several jet fighters and two Il-28s were seen at the landing field.

14 September. Between 0730 and noon, and between 1330 and 1700, there was intensive air activity. In the afternoon, approaches at ground targets, apparently in the vicinity of the field, were practiced.

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Four jet fighters circled to the left at regular intervals, fell off on their left wings and approached the target at an angle of about 45 degrees. The planes pulled out to an altitude of 150 to 200 meters, climbed to their former altitude and repeated the same procedure.

19 September. There was little air activity during daytime. Night flying started at dusk.

21 September. Between 0800 and about 1600, jet fighters made individual flights and also flew in elements of two. Sometimes, up to 10 aircraft were aloft at the same time.

24 September. Between 1300 and 1700, there was intensive air activity by 15 to 16 jet fighters. The aircraft took off in elements of two and partially assembled in formations of four. Two elements of 2 MiG-17s each were seen. It was particularly noted that each of these four aircraft had a small protrusion under its air intake aperture. Both of these two MiG-17 elements were flying at an altitude of about 3,000 meters. Suddenly, they dived down to about 100 meters and at a very high rate of speed crossed over the field.

25 September. There was no air activity. Two Il-28s and 8 jet fighters were seen at the landing field. All other jet fighters were parked in aircraft revetments. ¹

1. Comment. The fighter regiment stationed at Neuruppin airfield was transferred to an undetermined place between 27 August and 8 or 9 September. During that time, repair work was done on the runway. After return of the fighter regiment, intensive air activity was continuously observed. Formation flying and approaches at ground targets were mainly practiced. The pilots seemed to have a very good status of training. MiG-17s were almost exclusively involved in air activity.

The small protrusions under the air intake aperture which was observed on several of the MiG-17s possibly is a radar searching instrument or an aiming device.

2. Comment. AAA units previously stationed at Neuruppin airfield were apparently transferred to an undetermined place on 26/27 August 1955. Prior to 28 September, no AA guns were seen at the field.
3. Comment. The exchange of personnel during the autumn season apparently began earlier this year than it had in preceding ones.
4. Comment. All radio and radar installations were again erected at their previous locations, after the return of the fighter regiment.

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